# SANTA FE SAFETY FIRST

**Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.**

(See General Rules E, F, M and N, Book of Rules.)

**TRAINMASTERS**

E. E. SANDERS ..... Bakersfield, Calif.
W. A. ROEBUCK ..... Fresno, Calif.
G. H. DOTSON ..... Stockton, Calif.
A. A. KENNEDY ..... Richmond, Calif.

**ASSISTANT TRAINMASTER**

R. J. ST. JOHN ..... Richmond, Calif.

**ROAD FOREMEN OF ENGINES**

H. F. KNIGHT ..... Fresno, Calif.
J. F. FRAME ..... Bakersfield, Calif.

**CHIEF DISPATCHER**

E. H. HAMIC ..... Fresno, Calif.

**ASST. CHIEF DISPATCHERS**

N. S. PETERSEN ..... Fresno, Calif.
E. C. STRETCH ..... Fresno, Calif.

**DISPATCHERS - FRESNO**

L. L. WEBSTER
G. M. YOUNG
R. L. SIMPSON
R. D. RILEY
M. L. POTTER
G. T. WHEELER
L. L. SAGE
J. E. SIKES
J. H. WEBBER
E. T. FOREMAN
B. E. WALDRUM
L. E. KIRKEENG

# The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

## VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

# TIME TABLE No. 12

**IN EFFECT**

## Sunday, October 25, 1964

**At 12:01 A. M.**
**Pacific Standard Time**

**This Time Table is for the exclusive use and guidance of Employes.**

J. N. LANDRETH
*General Manager*
LOS ANGELES, CALIF.

E. R. ROBERTSON
*Asst. General Manager*
LOS ANGELES, CALIF.

S. ROGERS
*Superintendent*
FRESNO, CALIF.

J. T. GROUNDWATER
*Superintendent*
SAN FRANCISCO, CALIF.

| Capacity of Sidings In 50 ft. Cars | Turn Tables and Wyes | Ruling Grade Ascending— Feet Per Mile | WESTWARD FIRST CLASS 7 Passenger Leave Daily | WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily | TIME TABLE NO. 12 October 25, 1964 STATIONS | EASTWARD FIRST CLASS 8 Passenger Arrive Daily | EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily | Mile Post | Ruling Grade Ascending— Feet Per Mile | Communications |
|---|---|---|---|---|---|---|---|---|---|---|
| Yard | Y | | PM 4.05 | AM 4.25 | BARSTOW | s AM 4.20 | s PM 8.55 | 746.4 | | C |
| | | 34.3 | | | 1.8 | | | | 0.0 | |
| 233 | | | | | HUTT | | | 748.6 | | B |
| | | 12.1 | | | 8.6 | | | | 7.7 | |
| 162 | | | | | HINKLEY | | | 757.2 | | B |
| | | 34.3 | | | 9.0 | | | | 24.5 | |
| 161 | | | 4.24 | 4.46 | HAWES | 3.52 | 8.29 | 766.1 | | B |
| | | 34.3 | | | 6.8 | | | | 12.2 | |
| 165 | | | | | JIMGREY | | | 772.9 | | B |
| | | 28.0 | | | 11.0 | | | | 26.9 | |
| 161 | Y | | s 4.40 | 5.00 | BORON | f 3.37 | 8.13 | 784.0 | | C |
| | | 0.0 | | | 5.6 | | | | 34.3 | |
| 162 | | | | | SILT | | | 789.6 | | B |
| | | 26.4 | | | 7.5 | | | | 19.0 | |
| 161 | Y | | s 4.54 | 5.11 | EDWARDS | s 3.24 | 8.01 | 797.1 | | C |
| | | 34.3 | | | 6.4 | | | | 0.0 | |
| 160 | | | | | BISSELL | | | 803.6 | | B |
| | | 24.3 | | | 6.5 | | | | 26.4 | |
| 175 | | | | | SANBORN | | | 810.1 | | B |
| | | 52.8 | | | 5.6 | | | | 0.0 | |
| Yard | Y | | s 5.18 5.35 | f 5.37 | MOJAVE (68.8) | s 3.00 | s 7.40 | 818.4 | | C |
| | | | | | 66.9 | | | | | |
| | | 15.8 | 7.45 | 7.40 | ABS KERN JUNCTION YL 2 TRKS. | 12.58 | 5.38 | 885.2 | 0.0 | C |
| | | | | | 2.5 | | | | | |
| Yard | T | | s 7.55 PM | s 7.50 AM | BAKERSFIELD YL | 12.50 AM | 5.30 PM | 887.7 | | C |
| | | | Arrive Daily | Arrive Daily | (138.2) | Leave Daily | Leave Daily | | | |
| | | | (38.9) | (40.4) | .....Average speed per hour..... | (39.5) | (40.4) | | | |

TRAFFIC CONTROL SYSTEM

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. interlocking and Bakersfield.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Barstow and Mojave, exchange of train orders, signals and numbers, is not required.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and e... of two tracks 800 feet west of M.P. 888 there is no superiority of trai... Trains and engines within these limits must proceed at restricted spee... between these points main track may be used not protecting again... regular and extra trains and engines.

Southern Pacific time table and rules govern movement of trai... Kern Junction interlocking to M.P. 817.5 at east end of Mojave yar...

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfiel...

Trains must get clearance card before leaving Barstow and Baker... field, except at Barstow trains may proceed on clear train order sign... in lieu of clearance card.

## ARVIN DISTRICT

| Capacity of Sidings In 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD ↓ | TIME TABLE NO. 12 October 25, 1964 STATIONS | EASTWARD ↑ | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---|---|---|---|---|---|---|
| 100 | | | ARVIN | | 333.1 | |
| | 42.2 | | 4.3 | | | 37.0 |
| | | | DI GIORGIO | | 328.8 | |
| | 0.0 | | 2.0 | | | 42.2 |
| 67 | | | RIBIER | | 326.8 | |
| | 0.0 | | 2.2 | | | 43.3 |
| 54 | | | LAMONT | | 324.6 | |
| | 0.0 | | 1.1 | | | 43.3 |
| | | | WEST LAMONT | | 323.5 | |
| | 0.0 | | 6.6 | | | 43.3 |
| | | | ALGOSO | | 316.9 | |
| | 0.0 | | 0.3 | | | 43.3 |
| | | | MAGUNDEN | | 316.6 | |
| | | | (16.5) | | | |

No switch lights on Arvin District.
Wye at Di Giorgio.
Booth phone at Arvin, Di Giorgio, Lamont and Magunden.
Yard limits Arvin to Magunden, inclusive.

## OIL CITY DISTRICT

| Capacity of Sidings In 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD ↓ | TIME TABLE NO. 12 October 25, 1964 STATIONS | EASTWARD ↑ | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---|---|---|---|---|---|---|
| 38 | | | OIL JUNCTION | | 308.6 | |
| | 21.1 | | 2.2 | | | 0.0 |
| 28 | | | SEGURO | | 310.8 | |
| | 10.5 | | 0.8 | | | 0.0 |
| 24 | | | MALTHA | | 311.6 | |
| | 52.8 | | 2.1 | | | 42.2 |
| Yard | | | OIL CITY | | 313.7 | |
| | | | (5.1) | | | |

No switch lights on Oil City District.
Wye at Oil Junction.
Booth phone at Oil Junction.
Yard limits Oil Junction to Oil City, inclusive.

| Capacity of Sidings In 50 ft. Cars | Turn Tables and Wyes | Ruling Grade Ascending— Feet Per Mile | WESTWARD FIRST CLASS 7 Passenger Leave Daily | 63 Golden Gate Leave Daily | 1 San Francisco Chief Leave Daily | TIME TABLE NO. 12 October 25, 1964 STATIONS | EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily | 2 San Francisco Chief Arrive Daily | 62 Golden Gate Arrive Daily | Mile Post | Ruling Grade Ascending— Feet Per Mile | Communications |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Yard | T | | PM 8.25 | PM 2.45 | AM 8.00 | BAKERSFIELD | s PM 2.10 | s PM 5.20 | s AM 12.40 | 887.7 | | C |
| | | 13.3 | | | | 3.4 | | | | | 15.5 | |
| E134 W122 | | | | | | JASTRO | | | | 891.1 | | |
| | | 0.0 | | | | 6.6 | | | | | 14.7 | |
| 180 | | 9.2 | | | | UNA | | | | 897.7 | | |
| E96 W118 | | | s 8.46 | s 3.04 | f 8.20 | 7.7 SHAFTER | s 1.42 | f 5.00 | 12.16 | 905.4 | 0.0 | C |
| | | 0.0 | | | | 7.6 | | | | | 10.6 | |
| 130 | | | s 8.57 | s 3.14 | f 8.30 | WASCO | s 1.31 | f 4.50 | 12.06 AM | 913.0 | 15.8 | C |
| 178 | | 0.0 | | | | 6.2 ELMO | | | | 919.2 | 15.8 | B |
| 180 | | 0.0 | | | | 5.4 KERNELL | | | | 924.6 | 8.4 | B |
| 178 | | 0.0 | 9.10 | 3.28 | 8.43 | 7.7 ALLENSWORTH | 1.12 | 4.34 | 11.53 | 932.3 | 1.7 | B |
| 178 | | 9.5 | | | | 9.8 ANGIOLA | | | | 942.1 | 2.6 | B |
| E116 W198 | Y | 4.1 | s 9.32 | s 3.45 | s 9.00 | 8.8 CORCORAN | s 12.59 | 4.21 | s 11.40 | 950.9 | | C |
| | | 4.1 | | | | 9.4 GUERNSEY | | | | 960.3 | 0.0 | B |
| 178 | | 5.8 | | | | 7.6 S. P. Crossing | | | | | 0.0 | |
| E176 W92 | | | s 10.05 | s 4.05 | s 9.20 | HANFORD | s 12.40 | s 4.05 | s 11.20 | 967.9 | | C |
| | | 10.6 | | | | 5.3 SHIRLEY | | | | 973.2 | 0.0 | B |
| 180 | | 14.6 | | | | 2.8 LATON | | | | 976.0 | 15.8 | B |
| 70 | Y | 0.0 | | | | 6.2 | | | | | 15.8 | |
| 180 | | 10.6 | 10.20 | 4.17 | 9.32 | CONEJO | 12.18 | 3.47 | 10.58 | 982.2 | 0.0 | B |
| 178 | | 10.6 | | | | 6.1 BOWLES | | | | 988.3 | 0.0 | B |
| | | 10.6 | | | | 6.1 S. P. Crossing | | | | 994.4 | 4.2 | |
| Yard | TY | 0.0 | s 10.35 PM | f 4.32 PM | 9.43 AM | 0.8 CALWA | 12.08 PM | 3.37 PM | 10.47 PM | 995.2 | | C |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | (107.5) | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | (49.6) | (60.3) | (62.6) | .....Average speed per hour..... | (52.9) | (62.6) | (57.1) | | | |

TRAFFIC CONTROL SYSTEM — AUTOMATIC TRAIN STOP

Signal System Two in effect between Bakersfield and Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and end of two tracks 800 feet west of M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Laton, between end of two tracks Bakersfield and Calwa.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Bakersfield and Calwa, exchange of train orders, signals and numbers, is not required.

Trains must get clearance card before leaving Bakersfield and Calwa.

## LATON DISTRICT

| Capacity of Sidings In 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD ↓ | TIME TABLE NO. 12 October 25, 1964 STATIONS | EASTWARD ↑ | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---|---|---|---|---|---|---|
| 57 | 0.0 | | LATON | | 0.0 | |
| | | | 5.6 | | | 10.4 |
| 7 | 0.0 | | CLINT | | 5.6 | |
| | | | 4.0 | | | 0.0 |
| 10 | 0.0 | | GEPFORD | | 9.6 | |
| | | | 6.0 | | | 0.0 |
| 16 | 0.0 | | SHILLING | | 15.6 | |
| | | | 1.8 | | | 0.0 |
| 11 | | | LANARE | | 17.4 | |
| | | | (17.4) | | | |

No switch lights on Laton District.
Wye at Laton and Lanare.
Booth phone at Laton.
Yard limits Laton to Lanare, inclusive.

# TIME TABLE NO. 12

October 25, 1964

| Capacity of Sidings In 50 ft. Cars | Turn Tables and Wyes | Ruling Grade Ascending— Feet Per Mile | WESTWARD FIRST CLASS 7 Passenger Leave Daily | 63 Golden Gate Leave Daily | 1 San Francisco Chief Leave Daily | | STATIONS | | EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily | 2 San Francisco Chief Arrive Daily | 62 Golden Gate Arrive Daily | Mile Post | Ruling Grade Ascending— Feet Per Mile | Communications |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Yard | TY | 15.8 | PM 10.35 | PM 4.32 | AM 9.43 | | CALWA | TWO TRACKS | PM f12.08 | PM 3.37 | PM f10.47 | 995.2 | 2.6 | C |
| | | | | | | | 1.6 | | | | | | | |
| | | 15.8 | | | | | S. P. Crossing | | | | | 996.8 | 2.6 | |
| | | | | | | | 0.9 | | | | | | | |
| | | 5.3 | | | | | S. P. Crossing | | | | | 997.7 | 5.3 | |
| | | | | | | | 0.4 | | | | | | | |
| Yard | | | s11.10 | s 4.45 | s 9.55 | | FRESNO | | s12.01 PM | s 3.30 | s10.40 | 998.1 | 5.3 | C |
| | | 15.8 | | | | | 2.0 | | | | | | | |
| 80 | | 15.8 | | | | | HAMMOND | | | | | 1000.1 | 5.3 | B |
| | | | | | | | 4.9 | | | | | | | |
| 172 | | 10.6 | | | | | FIGARDEN | | | | | 1005.0 | 15.8 | B |
| | | | | | | | 6.3 | | | | | | | |
| 180 | | 15.8 | | | | | GREGG | | | | | 1011.3 | 15.8 | B |
| | | | | | | | 8.3 | | | | | | | |
| 180 | | 15.8 | 11.38 | 5.09 | 10.22 | | MADERA | | 11.21 | 2.56 | 9.57 | 1019.6 | 15.8 | B |
| | | | | | | | 5.8 | | | | | | | |
| 180 | | 7.4 | | | | | KISMET | | | | | 1025.4 | 0.0 | B |
| | | | | | | | 5.7 | | | | | | | |
| E134 W144 | | 15.8 | | | | | SHARON | | | | | 1031.1 | 15.8 | B |
| | | | | | | | 10.4 | | | | | | | |
| 180 | | 5.8 | f11.55 | 5.24 | 10.38 | | LE GRAND | | 11.06 | 2.41 | 9.41 | 1041.5 | 15.8 | C |
| | | | | | | | 5.8 | | | | | | | |
| 194 | | 0.0 | | | | | PLANADA | | | | | 1047.3 | 12.7 | C |
| | | | | | | | 8.8 | | | | | | | |
| 202 | | 5.3 | AM s12.13 | s 5.40 | s10.55 | | MERCED | | s10.55 | s 2.30 | s 9.30 | 1056.1 | 17.4 | C |
| | | | | | | | 6.8 | | | | | | | |
| 180 | | 18.0 | | | | | FLUHR | | | | | 1062.9 | 20.0 | B |
| | | | | | | | 8.8 | | | | | | | |
| 180 | | 15.8 | 12.25 | 5.52 | 11.07 | | BALLICO | | 10.39 | 2.07 | 9.14 | 1071.7 | 15.8 | B |
| | | | | | | | 7.9 | | | | | | | |
| 180 | | 22.7 | | | | | DENAIR | | | | | 1079.6 | 15.3 | B |
| | | | | | | | 9.6 | | | | | | | |
| 180 | | 26.4 | f12.41 | 6.08 | s11.23 | | EMPIRE | | s10.26 | s 1.55 | s 9.02 | 1089.2 | 0.0 | C |
| | | | | | | | 6.4 | | | | | | | |
| 160 | Y | 15.8 | s 1.02 | s 6.15 | 11.30 | | RIVERBANK | | f10.20 | 1.49 | s 8.54 | 1095.6 | 15.8 | C |
| | | | | | | | 6.0 | | | | | | | |
| 186 | | 0.0 | f 1.08 | f 6.21 | 11.35 | | ESCALON | | 10.15 | | | 1101.6 | 15.8 | |
| | | | | | | | 8.0 | | | | | | | |
| 180 | | 0.0 | | | | | DUFFY | | | | | 1109.6 | 5.3 | C |
| | | | | | | | 10.4 | | | | | | | |
| 162 | Y | 0.0 | f 1.24 | 6.36 | 11.50 | | **MORMON** | | 10.00 | 1.30 | 8.35 | 1120.0 | 10.3 | |
| | | | | | | | 0.7 | | | | | | | C |
| | | | | | | | W. P. Crossing STOCKTON TOWER S. P. Crossing | | | | | 1120.7 | 10.3 | |
| | | | | | PM | | 0.7 | | | | | | | B |
| 137 | Y | 0.0 | s 1.40 | s 6.45 | s12.01 | | STOCKTON | | s 9.55 | s 1.25 | s 8.30 | 1121.4 | 1.8 | B |
| | | 1.6 | | | | | 5.2 | | | | | | | |
| 96 | | 0.0 | 1.46 | 6.51 | 12.06 | | GILLIS | | 9.45 | 1.18 | 8.15 | 1126.6 | 0.5 | C |
| | | | | | | | 2.7 | | | | | | | |
| 72 | | 0.8 | f 1.49 | | | | HOLT | | | | | 1129.3 | 0.0 | B |
| | | | | | | | 3.7 | | | | | | | |
| 98 | | 11.6 | 1.52 | 6.56 | 12.12 | | TRULL | | 9.40 | 1.13 | 8.09 | 1133.0 | 5.3 | B |
| | | | | | | | 1.8 | | | | | | | |
| | | 0.0 | | | | | MIDDLE RIVER | | | | | 1134.8 | 10.6 | C |
| | | | | | | | 2.0 | | | | | | | |
| 71 | | 3.2 | 1.58 | 7.02 | 12.18 | | ORWOOD | | 9.34 | 1.07 | 8.03 | 1136.8 | 10.6 | B |
| | | | | | | | 3.0 | | | | | | | |
| 74 | | 6.3 | | | | | BIXLER | | | | | 1139.8 | 0.0 | C |
| | | | | | | | 3.2 | | | | | | | |
| 96 | | 3.6 | f 2.03 | 7.07 | 12.24 | | KNIGHTSEN | | 9.29 | 1.02 | 7.58 | 1143.0 | 6.6 | C |
| | | | | | | | 3.1 | | | | | | | |
| 64 | | 13.2 | f 2.07 | | | | OAKLEY | | | | | 1146.1 | 15.8 | B |
| | | | | | | | 4.2 | | | | | | | |
| 108 | | 0.0 | 2.11 | 7.13 | 12.31 | | SANDO YL | | 9.23 | 12.56 | 7.52 | 1150.3 | 15.8 | C |
| | | | | | | | 1.8 | | | | | | | |
| 104 | | 15.8 | 2.14 | 7.15 | 12.33 | | ANTIOCH YL | | 9.21 | 12.54 | 7.50 | 1152.1 | 6.6 | C |
| | | | | | | | 3.7 | | | | | | | |
| 134 | | 5.3 | s 2.25 | s 7.20 | f12.38 | | PITTSBURG YL | | s 9.16 | s12.49 | s 7.45 | 1155.8 | 11.6 | B |
| | | | | | | | 3.4 | | | | | | | |
| 70 | | 15.8 | 2.30 | 7.24 | **12.43**2 | | BROSE | | 9.10 | **12.43**1 | 7.39 | 1159.2 | 15.8 | C |
| | | | | | | | 4.4 | | | | | | | |
| 108 | | 0.0 | f 2.36 | 7.28 | 12.50 | | PORT CHICAGO YL | | 9.06 | 12.37 | 7.35 | 1163.6 | 0.0 | B |
| | | | | | | | 3.3 | | | | | | | |
| 67 | | 52.8 | 2.41 | **7.32**62 | 12.56 | | MALTBY | | 9.03 | 12.34 | **7.32**63 | 1166.9 | 0.0 | B |
| | | | | | | | 6.5 | | | | | | | |
| 68 | | 52.8 | 2.49 | 7.41 | 1.06 | | GLEN FRAZER | | 8.55 | 12.26 | 7.24 | 1173.4 | 52.8 | B |
| | | | | | | | 2.6 | | | | | | | |
| 96 | | 0.0 | 2.53 | 7.45 | 1.12 | | CHRISTIE | | 8.51 | 12.21 | 7.20 | 1176.0 | 52.8 | B |
| | | | | | | | 3.1 | | | | | | | |
| 102 | | 0.0 | 2.57 | 7.50 | 1.17 | | COLLIER | | 8.47 | 12.17 | 7.16 | 1179.1 | 52.8 | B |
| | | | | | | | 2.4 | | | | | | | |
| | | 49.6 | f 3.01 | f 7.55 | f 1.20 | | PINOLE | | s 8.43 | 12.14 | s 7.12 | 1181.5 | 29.9 | C |
| | | | | | | | 1.1 | | | | | | | |
| 104 | | 52.8 | 3.04 | 7.58 | 1.23 | | GATELEY | | 8.41 | 12.12 | 7.10 | 1182.6 | 52.8 | B |
| | | | | | | | 3.9 | | | | | | | |
| 106 | | 51.7 | 3.08 | 8.02 | 1.29 | | RHEEM | | 8.36 | 12.08 | 7.06 | 1186.5 | 52.8 | B |
| | | | | | | | 3.1 | | | | | | | |
| Yard | TY | | s 3.15 AM | s 8.10 PM | s 1.45 PM | | **RICHMOND** YL | | 8.30 AM | 12.01 PM | 7.00 PM | 1189.6 | | C |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | | (194.4) | | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | (41.7) | (53.5) | (48.2) | | .....Average speed per hour..... | | (53.5) | (54.0) | (51.4) | | | |

TRAFFIC CONTROL SYSTEM — AUTOMATIC TRAIN STOP — AUTOMATIC BLOCK SYSTEM

(Continued on Page 5)

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 100 feet west of M.P. 1123.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Calwa and Stockton, exchange of train orders, signals and numbers, is not required.

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

At Glen Frazer, westward train finding Signal 11731 or Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. Westward train on auxiliary siding will find Signal 11735 in stop position and may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf Signal 11754. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

Train failing to secure proceed indication on Signals 11731, 11733, 11735, 11752 or 11754 through procedure indicated above will be preceded through tunnel by flagman and train will not enter tunnel until flagman reaches opposite end of tunnel, calls on phone and notifies dispatcher and conductor (latter will listen in on phone at portal of tunnel from which flagman started) that route is clear. Flagman will specify "This is Flagman (giving name) of Train No. (giving number of train) and the route is clear." Conductor will acknowledge this information and train will proceed through tunnel at restricted speed. Booth telephones located at each portal of tunnel.

Night signals will be displayed through all tunnels between Maltby and Christie.

At Richmond between MP 1188.6 and junction Oakland district there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed.

Trains must get clearance card before leaving Calwa and Richmond.

Extra trains must get clearance card before leaving Riverbank.

## FRESNO INTERURBAN DISTRICT

| Capacity of Sidings In 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD ↓ | TIME TABLE NO. 12 October 25, 1964 STATIONS | EASTWARD ↑ | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---|---|---|---|---|---|---|
| | | | HAMMOND | | 0.0 | |
| | 0.0 | | —2.0— | | | |
| 7 | 0.0 | | CINCOTTA | | 2.0 | 0.0 |
| | | | —0.4— | | | |
| 6 | 0.0 | | BARTONETTE | | 2.4 | 0.0 |
| | | | —2.6— | | | |
| 24 | | | CAMEO | | 5.0 | 0.0 |
| | | | S. P. Crossing | | | |
| | 0.0 | | —2.2— | | | |
| 6 | 0.0 | | BURNESS | | 7.2 | 0.0 |
| | | | —5.8— | | | |
| 24 | 42.2 | | FAIRVIEW | | 13.0 | 0.0 |
| | | | —1.2— | | | |
| 7 | 15.3 | | BIG BUNCH | | 14.2 | 10.6 |
| | | | —1.0— | | | |
| 14 | 9.5 | | ZEDIKER | | 15.2 | 8.4 |
| | | | —0.5— | | | |
| 10 | 31.7 | | RIVERBEND | | 15.7 | 0.0 |
| | | | —1.0— | | | |
| 4 | 10.6 | | ELK | | 16.7 | 42.2 |
| | | | —0.2— | | | |
| | | | BELMONT AVE. | | 16.9 | 0.0 |
| | | | (16.9) | | | |

No switch lights on Fresno Interurban District.
Booth phone at Hammond.
Yard limits Hammond to Belmont Ave., inclusive.

## OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION

| Capacity of Sidings In 50 ft. Cars | Turn Tables and Wyes | Ruling Grade Ascending— Feet Per Mile | Westward ↓ | TIME TABLE NO. 12 October 25, 1964 STATIONS | Eastward ↑ | Mile Post | Ruling Grade Ascending— Feet Per Mile | Communications |
|---|---|---|---|---|---|---|---|---|
| Yard | TY | | | RICHMOND | | 0.0 | | C |
| | | 64.4 | | —4.5— | | | 39.6 | |
| 66 | | | | EL CERRITO | | 4.5 | | B |
| | | 22.7 | | —3.5— | | | 31.7 | |
| 20 | | | | BERKELEY | | 8.0 | | C |
| | | 0.0 | | —1.9— | | | 0.0 | |
| | | | | S. P. Crossing | | 9.9 | | |
| | | 0.0 | | —1.0— | | | 79.4 | |
| Yard | Y | | | OAKLAND 40th and SanPablo | | 10.9 | | C |
| | | | | (10.9) | | | | |

Engine bell must ring continuously while moving between Richmond and Oakland.

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 105.

## VISALIA DISTRICT

WESTWARD ↓ | TIME TABLE NO. 12 October 25, 1964 | EASTWARD ↑

| Capacity of Sidings In 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | STATIONS | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---|---|---|---|---|
| Yard | | **CORCORAN** YL | 0.3 | |
| | 28.5 | 4.1 | | 0.0 |
| 16 | | WAUKENA | 4.4 | |
| | 13.2 | 5.6 | | 0.0 |
| 32 | | PAIGE | 10.0 | |
| | 16.6 | 5.0 | | 0.0 |
| 24 | | S. P. Crossing TULARE YL | 15.0 | |
| | 13.9 | 5.2 | | 0.0 |
| 52 | | LOMA | 20.2 | |
| | 5.3 | 5.0 | | 0.0 |
| 46 | | VISALIA YL S. P. Crossing | 25.2 | |
| | 0.0 | 6.6 | | 16.2 |
| 28 | | PERAL | 31.8 | |
| | 11.6 | 1.5 | | 0.0 |
| | | S. P. Crossing | 33.3 | |
| | 11.6 | 2.9 | | 0.0 |
| | | CALGRO | 36.2 | |
| | 10.6 | 2.3 | | 15.9 |
| 66 | | **CUTLER** YL | 38.5 | |
| | 0.0 | 3.2 | | 0.0 |
| 32 | | SULTANA | 41.7 | |
| | 0.0 | 3.4 | | 13.2 |
| 52 | | DINUBA | 45.1 | |
| | 9.3 | 3.7 | | 0.0 |
| Yard | | REEDLEY YL | 48.8 | |
| | 14.6 | 1.9 | | 0.0 |
| | | S. P. Crossing | 50.7 | |
| | 14.6 | 0.3 | | 0.0 |
| 22 | | LAC JAC | 51.0 | |
| | 0.0 | 2.4 | | 0.0 |
| 68 | | PARLIER YL | 53.4 | |
| | 5.3 | 1.4 | | 0.0 |
| 23 | | MILEY | 54.8 | |
| | 1.1 | 3.7 | | 2.5 |
| 52 | | DEL REY YL | 58.5 | |
| | 0.0 | 3.4 | | 7.9 |
| 42 | | WOLF | 61.9 | |
| | 0.0 | 2.5 | | 8.5 |
| 32 | | LONE STAR YL | 64.4 | |
| | 0.0 | 2.0 | | 10.6 |
| 20 | | CECILE | 66.4 | |
| | 0.0 | 2.5 | | 10.6 |
| Yard | | CALWA YL | 68.9 | |
| | | (68.6) | | |

Wye at Corcoran, Reedley, and Calwa.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

## WAHTOKE DISTRICT

WESTWARD ↓ | TIME TABLE NO. 12 October 25, 1964 | EASTWARD ↑

| Capacity of Sidings In 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | STATIONS | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---|---|---|---|---|
| Yard | | PIEDRA | 16.9 | |
| | 0.0 | 2.1 | | 58.3 |
| 7 | | AVOCADO | 14.8 | |
| | 0.0 | 3.5 | | 57.0 |
| 32 | | OAKHURST | 11.3 | |
| | 0.0 | 2.0 | | 52.8 |
| 22 | | MINKLER | 9.3 | |
| | 0.0 | 2.2 | | 31.7 |
| 76 | | CELLA | 7.1 | |
| | 0.0 | 1.2 | | 0.0 |
| 17 | | WAHTOKE | 5.9 | |
| | 33.2 | 1.5 | | 0.0 |
| 32 | | RADWIN | 4.4 | |
| | 0.0 | 4.4 | | 41.4 |
| Yard | | REEDLEY | 0.0 | |
| | | (16.9) | | |

No switch lights on Wahtoke District.

Office of Communication at Reedley.

Yard limits Piedra to Reedley, inclusive.

Booth phone at Minkler.

Wye at Minkler and Reedley.

## PORTERVILLE-OROSI DISTRICT

WESTWARD ↓ | TIME TABLE NO. 12 October 25, 1964 | EASTWARD ↑

| Capacity of Sidings In 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | STATIONS | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---|---|---|---|---|
| Yard | | TCS BAKERSFIELD | 116.0 | |
| | 13.3 | 2.5 | | 0.0 |
| 29 | | LANDCO YL | 113.5 | |
| | 0.0 | 2.8 | | 51.5 |
| 28 | | OIL JUNCTION YL | 110.7 | |
| | | 38.8 | | |
| | 52.8 | **DUCOR** YL | 71.9 | |
| 48 | | 5.9 | | 52.8 |
| | 52.8 | ULTRA | 66.0 | |
| | | 7.0 | | 52.8 |
| | | PORTERVILLE JCT. YL S. P. Crossing | 59.0 | |
| | 0.0 | 0.8 | | 33.2 |
| 42 | | PORTERVILLE YL | 58.2 | |
| | 52.8 | 6.3 | | 52.8 |
| 32 | | STRATHMORE JCT. | 51.9 | |
| | 31.1 | 1.1 | | 0.0 |
| 28 | | MIRADOR | 50.8 | |
| | 3.1 | 4.1 | | 31.4 |
| 52 | | LINDSAY YL | 46.7 | |
| | 5.0 | 3.1 | | 34.8 |
| 16 | | LUCCA | 43.6 | |
| | 0.0 | 0.6 | | 0.0 |
| 12 | | SIDES | 43.0 | |
| | 15.8 | 3.8 | | 0.0 |
| 40 | | EXETER YL | 39.2 | |
| | 15.8 | 0.3 | | 0.0 |
| | | Visalia Elect. Crossing | 38.9 | |
| | 15.8 | 2.2 | | 5.3 |
| 16 | | VENIDA | 36.7 | |
| | 0.0 | 2.7 | | 5.3 |
| 16 | | FANE | 34.0 | |
| | 21.1 | 2.8 | | 8.9 |
| | | HILLMAID | 31.2 | |
| | 20.8 | 0.1 | | 30.8 |
| | | Visalia Elect. Crossing | 31.1 | |
| | 20.8 | 1.0 | | 30.8 |
| 16 | | REDBANKS | 30.1 | |
| | 0.0 | 1.8 | | 20.8 |
| 10 | | CAIRNS | 28.3 | |
| | 0.0 | 1.4 | | 17.4 |
| 18 | | RAYO | 26.9 | |
| | 0.0 | 3.1 | | 17.4 |
| 32 | | SEVILLE | 23.8 | |
| | 15.3 | 3.2 | | 10.8 |
| | | WYETH YL | 20.6 | |
| | | 1.6 | | 26.8 |
| 66 | | **CUTLER** YL | | |
| | 0.0 | 1.6 | | |
| | | WYETH YL | 20.6 | |
| | 14.4 | 2.0 | | 0.0 |
| 24 | | OROSI YL | 18.6 | |
| | 30.3 | 6.4 | | 15.2 |
| 42 | | ORANGE COVE YL | 12.2 | |
| | 16.2 | 5.9 | | 10.6 |
| 23 | | NAVALENCIA YL | 6.3 | |
| | 25.3 | 6.3 | | 31.7 |
| 22 | | MINKLER YL | 0.0 | |
| | | (116.0) | | |

Signal System Two in effect between Bakersfield and Landco.

Movements between Bakersfield and Landco will be made under Rule 261 (TCS) on First District.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

Office of Communication at Bakersfield, Ducor, Porterville, Lindsay, Exeter, Cutler, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, Wyeth, Orosi, and Minkler.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

**1.** Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

**2.** Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

**3.** Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

**4.** Rule 82 (B): Bulletin books are located at Barstow, Bakersfield, Ducor, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Richmond, and San Francisco (China Basin).

**5.** Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

At Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

**6.** Rule 93: Yard limits are located at:

Arvin Dist.
Bakersfield to Kern Junction
Landco to Oil Junction
Oil City Dist.
Ducor (Santa Fe tracks only)
Porterville to and including Porterville Jct.
Lindsay
Exeter
Cutler to and including Wyeth
Wyeth to and including Minkler via Orosi
Reedley
Wahtoke Dist.
Parlier
Del Rey
Lone Star
Visalia
Tulare
Corcoran (Visalia Dist. only)
Calwa (Visalia Dist. only)
Laton Dist.
Fresno Interurban Dist.
Du Pont to and including Pittsburg
Port Chicago
Richmond

**7.** Rule 97 is amended; extra trains must not be run without train orders, except where trains are operated under Rules 251 or 261, the train dispatcher may authorize extras by clearance card.

**8.** Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

**9.** . . . . . .

**10.** Rule 761: Following is list of structures:

| Mile Post | Location | Description |
|---|---|---|
| 746.5 | Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive | Highway Bridge |
| 1096.7 | Bridge 1096.719 | Truss Bridge |
| 1166.4 | Bridge 1166.47 | S. P. Bridge |
| 1166.5 | Bridge 1166.48 | Highway Bridge |
| 1169.3 | Bridge 1169.3 | Highway Bridge |
| 1170.2 | Between Maltby and Muir | Tunnel No. 1 |
| 1171.0 | Between Muir and Glen Frazer | Tunnel No. 2 |
| 1173.6 | Between Glen Frazer and Christie | Tunnel No. 3 |
| 1190.5 | Between Richmond and Ferry Point | Tunnel No. 5 |

**11.** Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

## SPEED REGULATIONS

**12.** Derricks, Cranes, etc.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

| District | Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 | Derricks | Other Machines |
|---|---|---|---|
| | M.P.H. | M.P.H. | M.P.H. |
| Mojave, First, Second | 45 | 40 | 30 |
| Oakland, Porterville-Orosi and Visalia | 20 | 20 | 20 |
| Any point on all other Districts | 15 | 15 | 15 |

Such equipment must not be moved in any train except on authority of Trainmaster.

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | M.P.H. Psgr. and Light | Frt. |
|---|---|---|
| Mojave District | 79 | 60 |
| Arvin District | 25 | 25 |
| First District | | |
| Bakersfield to Jastro | 79 | 60 |
| Jastro to Calwa | 90 | 60 |
| Second District | | |
| Calwa to Hammond | 79 | 60 |
| Hammond to Mormon | 90 | 60 |
| Mormon to Richmond | 79 | 60 |
| Oakland District | 20 | 20 |
| Visalia District | | |
| Corcoran to Visalia | 30 | 30 |
| Visalia to Calwa | 40 | 40 |
| Porterville-Orosi District | 40 | 40 |

| LOCATION | M.P.H. Psgr. and Light | Frt. |
|---|---|---|
| Oil City District | 20 | 20 |
| Laton District | 15 | 15 |
| Wahtoke District | 25 | 25 |
| Fresno Interurban District | 15 | 15 |

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:
1.0 to 1.5% . . . . . 30 MPH
1.5 to 2.0% . . . . . 25 MPH
2.0 and over . . . . . 15 MPH

When street or highway crossings are shown speed applies only while head end of train is passing.

Between Barstow and Mojave, and Bakersfield and Stockton, where present speed is shown 60 MPH for freight trains, be governed as follows when controlling locomotive has operative dynamic brake and train consist is as listed below:

| No. Units Operative Dyn. Brake | Tons | Average Weight Per Car | M.P.H. |
|---|---|---|---|
| 1 or more | 1750 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 2 or more | 3249 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| | | Number of Cars | |
| 3 or more | 3250 or less | 50 to 54 | 65 |
| | | 55 or more | 70 |
| | 3251 to 3500 | 55 to 59 | 65 |
| | | 60 or more | 70 |
| | 3501 to 3750 | 60 to 64 | 65 |
| | | 65 or more | 70 |
| | 3751 to 4000 | 70 to 74 | 65 |
| | | 75 or more | 70 |
| | 4001 to 4250 | 75 to 79 | 65 |
| | | 80 or more | 70 |
| | 4251 to 4500 | 80 to 89 | 65 |
| | | 90 or more | 70 |
| | 4501 to 4750 | 90 to 99 | 65 |
| | | 100 or more | 70 |

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | M.P.H. Psgr. and Light | M.P.H. Frt. |
|---|---|---|
| **MOJAVE DISTRICT** | | |
| Curve M.P. 747.2 to 747.6 | 60 | 60 |
| 2 Curves M.P. 816.4 to 817.5 | 50 | 50 |
| Kern Jct. to Bakersfield | 20 | 20 |
| **ARVIN DISTRICT** | | |
| Curve M.P. 316.7 to 317.1 | 10 | 10 |
| Curve M.P. 329.7 to 329.9 | 10 | 10 |
| **FIRST DISTRICT** | | |
| Bakersfield M.P. 887.5 to 888.5 | 20 | 20 |
| 2 Curves M.P. 889.3 to 890.1 | 50 | 50 |
| Curve M.P. 892.9 to 893.4 | 70 | 70 |
| Shafter Lerdo Road M.P. 905.1 | 70 | 70 |
| Alpaugh Spur | 10 | 10 |
| Corcoran M.P. 950.5 to 951.7 | 50 | 50 |
| Hanford M.P. 967.5 to 968.4 | 20 | 20 |
| Curve M.P. 969.3 to 969.5 | 55 | 55 |
| Curve M.P. 973.7 to 973.9 | 55 | 55 |
| 2 Curves M. P. 975.0 to 975.8 | 50 | 50 |
| M.P. 994.4 to Calwa | 40 | 40 |
| **SECOND DISTRICT** | | |
| Calwa to M.P. 996.8 | 40 | 40 |
| M.P. 996.8 to 1002.0 | 20 | 20 |
| M.P. 1002.0 to M.P. 1003.2 | 50 | 50 |
| Curve M.P. 1047.4 to 1047.9 | 70 | 70 |
| Curve M.P. 1053.8 to 1055.7 | 70 | 70 |
| Merced M.P. 1055.7 to 1057.0 | 30 | 30 |
| 2 Curves M.P. 1069.1 to 1070.5 | 70 | 70 |
| Curve M.P. 1087.9 to 1088.1 | 50 | 50 |
| Oakdale Spur | 20 | 20 |
| Escalon M.P. 1101.4 to 1102.0 | 60 | 60 |
| Curve M.P. 1119.1 to 1119.5 | 60 | 60 |
| Stockton M.P. 1120.0 to 1122.0 | 20 | 20 |
| Track M.P. 1134.7 to 1136.4 | 30 | 30 |
| Curve M.P. 1139.5 to 1139.8 | 65 | 60 |
| Antioch M.P. 1151.3 to 1152.3 | 45 | 45 |
| **SECOND DISTRICT (Cont'd)** | | |
| Pittsburg M.P. 1155.4 to 1156.1 | 24 | 24 |
| 2 Curves M.P. 1161.3 to 1161.9 | 50 | 50 |
| 4 Curves M.P. 1167.3 to 1168.6 | 50 | 50 |
| 2 Curves M.P. 1168.6 to 1170.5 | 60 | 60 |
| 10 Curves M.P. 1170.5 to 1173.6 | 45 | 45 |
| Tunnel No. 3 & 2 | | |
| Curves M.P. 1173.6 to 1175.5 | 50 | 50 |
| 14 Curves M.P. 1175.5 to 1180.9 | 45 | 45 |
| 4 Curves M.P. 1180.9 to 1182.5 | 55 | 55 |
| 4 Curves M.P. 1184.7 to 1187.8 | 50 | 50 |
| 1 Curve M.P. 1187.8 to 1189.0 | 45 | 45 |
| 2 Curves M.P. 1189.0 to 1189.6 | 20 | 20 |
| **OAKLAND DISTRICT** | | |
| Track M.P. 0.0 to 10.2 | 20 | 20 |
| Track M.P. 10.2 to 10.8 | 15 | 15 |
| Track M.P. 10.8 to 10.9 | 5 | 5 |
| **VISALIA DISTRICT** | | |
| Tulare M.P. 14.3 to 15.9 | 20 | 20 |
| Visalia M.P. 24.5 to 26.0 | 15 | 15 |
| Reedley M.P. 48.2 to 49.5 | 20 | 20 |
| Parlier M.P. 53.1 to 53.6 | 24 | 24 |
| Del Rey M.P. 58.4 to 58.8 | 24 | 24 |
| **PORTERVILLE-OROSI DISTRICT** | | |
| Track M.P. 0.0 to 12.0 | 10 | 10 |
| Track M.P. 12.0 to Cutler | 25 | 25 |
| Woodlake Spur | 10 | 10 |
| Exeter M.P. 39.1 to 39.6 | 20 | 20 |
| Lindsay M.P. 46.1 to 47.1 | 20 | 20 |
| Strathmore Spur | 15 | 15 |
| Sunland Spur | 15 | 15 |
| 2 Curves M.P. 61.5 to 62.1 | 30 | 30 |
| Between Porterville and Ducor | 40 | 30 |
| Between Oil Junction and Landco | 20 | 20 |

## 13. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

| Station | Type | Location | MPH |
|---|---|---|---|
| | | **MOJAVE DISTRICT** | |
| Hutt | I | EE siding | 15 |
| | I | WE siding | 40 |
| Hinkley | I | EE and WE siding | 40 |
| Hawes | I | EE and WE siding | 40 |
| Jimgrey | I | EE and WE siding | 40 |
| Boron | I | EE and WE siding | 40 |
| Silt | I | EE and WE siding | 40 |
| Edwards | I | EE and WE siding | 40 |
| Bissell | I | EE and WE siding | 40 |
| Sanborn | I | EE and WE siding | 40 |
| | | **FIRST DISTRICT** | |
| Bakersfield | I | WE two tracks 1000 feet west of M.P. 888 | 20 |
| Jastro | I | EE siding | 30 |
| | I | WE siding and crossover | 40 |
| | I | Porterville-Orosi Jct. switch | 30 |
| Una | I | EE and WE siding | 40 |
| Shafter | I | EE and WE siding and crossover | 40 |
| Wasco | I | EE and WE siding | 40 |
| Elmo | I | EE and WE siding | 40 |
| Kernell | I | EE and WE siding | 40 |
| Allensworth | I | EE and WE siding | 40 |
| Stoil | ESL | Industry track switches | 30 |
| Angiola | I | EE and WE siding | 40 |
| Blanco | ESL | Industry track switches | 30 |
| Corcoran | I | EE and WE east siding | 40 |
| | I | EE and WE west siding | 40 |
| Guernsey | I | EE and WE siding | 40 |
| Hanford | I | EE and WE east siding | 40 |
| | I | EE and WE west siding | 30 |
| Shirley | I | EE and WE siding | 40 |
| Laton | ESL | EE and WE siding (not signaled) | 30 |
| Conejo | I | EE and WE siding | 40 |
| Bowles | I | EE and WE siding | 40 |
| Calwa | I | End of two tracks | 30 |
| | | **SECOND DISTRICT** | |
| Fresno | I | End of two tracks | 20 |
| Figarden | I | EE and WE siding | 40 |
| Gregg | I | EE and WE siding | 40 |
| Madera | I | EE and WE siding | 40 |
| Kismet | I | EE and WE siding | 40 |
| Sharon | I | EE and WE siding and crossover | 40 |
| Legrand | I | EE and WE siding | 40 |
| Planada | I | EE and WE siding | 40 |
| Merced | I | EE siding | 40 |
| | I | WE siding | 30 |
| Fluhr | I | EE and WE siding | 40 |
| Ballico | I | EE and WE siding | 40 |
| Denair | I | EE and WE siding | 40 |
| Empire | I | EE and WE siding | 40 |
| Riverbank | I | EE and WE of lead | 15 |
| | I | EE and WE siding | 40 |
| Escalon | I | EE and WE siding | 40 |
| Duffy | I | EE and WE siding | 40 |
| Mormon | I | EE siding | 40 |
| | I | 2 crossovers | 30 |
| Stockton | I | WE siding | 30 |
| Gillis | S | EE and WE siding | 30 |
| Holt | S | EE and WE siding | 30 |
| Trull | S | EE and WE siding | 30 |
| Orwood | I | EE siding | 15 |
| | S | WE siding | 30 |
| Bixler | S | EE and WE siding | 30 |
| Knightsen | S | EE and WE siding | 30 |
| Sando | S | EE siding | 30 |
| Antioch | S | WE siding | 30 |
| Pittsburg | S | EE siding | 15 |
| | S | WE siding | 30 |
| Brose | S | EE and WE siding | 30 |
| Port Chicago | S | EE and WE siding | 30 |
| Maltby | S | EE and WE siding | 30 |
| Glen Frazer | S | EE and WE siding | 30 |
| Christie | S | EE and WE siding | 30 |
| Collier | S | EE and WE siding | 30 |
| Gateley | S | EE and WE siding | 30 |
| Rheem | S | EE and WE siding | 30 |
| | | **PORTERVILLE-OROSI DISTRICT** | |
| Landco | S | Stem of wye | 10 |
| | S | EE siding | 15 |

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

### MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

| Types of Equipment | Maximum Depth Above Top of Rail (Inches) | Maximum Speed in Tow (MPH) | Maximum Speed Under Own Power (MPH) |
|---|---|---|---|
| Diesel Engines: | | | |
| 450-451 | 2 | 5 | 5 |
| 11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162 | 3 | 5 | 5 |
| 51-78, 650-653, 2302, 2310-2321, 3000-3019 | 4 | 5 | 5 |
| 460-468 | 4½ | 5 | 5 |
| 16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 | 5 | 5 | 5 |
| Diesel-Electric Motor Cars | 3 | 5 | 5 |
| Passenger Cars: | | | |
| Roller Bearings | 8 | 5 | 0 |
| Friction Bearings | 12 | 5 | 0 |

### MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

| | Forward | Light | Backing or When Not Controlled From Leading Unit | Dead In Train |
|---|---|---|---|---|
| | Miles Per Hour | Miles Per Hour | Miles Per Hour | Miles Per Hour |
| **Diesel and Gas-Electric** | | | | |
| 11-15, 80-87 | 100 | 80 | 45 | 90 |
| 16-78, 300-314 | 100 | 90 | 45 | 90 |
| 325-344 | 80 | 80 | 45 | 80 |
| 100-289, 407-430 | 70 | 70 | 45 | 70 |
| 99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019 | 70 | 70 | *45 | 70 |
| 450-451 | 30 | 30 | 30 | 20 |
| 460-468 | 35 | 35 | 35 | 20 |
| 500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441, 2602-2606 | 45 | 45 | 45 | 45 |
| 800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615 | 75 | 75 | *45 | 75 |
| RDC 191-192 | 85 | 85 | 50 | 85 |
| M115, 118, 126 | 65 | 65 | 25 | 60 |
| M160 | 80 | 65 | 25 | 75 |
| M190 | 80 | 65 | 25 | 75 |
| **Sacramento Northern Diesels** | | | | |
| 301 | 50 | 50 | 45 | 50 |
| 701-732, 801-803, 913-924 | 65 | 65 | 45 | 60 |

*NOTE: Forward speed applies when backing handling train controlled from leading unit.

### 14. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Corcoran for First District siding
Laton for First District siding
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville-Orosi District
Minkler for Wahtoke District
Hammond for Second District siding
Cameo for Fresno Interurban District

### LENGTH OF STEMS OF WYES

| Location | Feet | Location | Feet |
|---|---|---|---|
| Barstow (M.P. 747.3) | 2796 | Stockton | 1450 |
| Boron | Mine Spur | Oakland (Old) | 320 |
| Edwards | Army Spur | Oakland (New) | 1800 |
| Landco | 1300 | DiGiorgio | 500 |
| Corcoran | Visalia District | Lanare | 505 |
| Laton | 337 | Reedley | Wahtoke District |
| Calwa | Visalia District | Minkler | Porterville-Orosi District |
| Riverbank | 2300 | Wyeth | 1.6 Miles |
| Mormon | 2610 | Porterville | 1143 |

### Other Stations or Tracks Not Shown on Face of Time Table

| Location | Mile Posts | Car Capacity | Switch Connection |
|---|---|---|---|
| **MOJAVE DISTRICT** | | | |
| P. C. Borax Co Spur | 784.7 | 7.4 miles | East |
| Government Spur | 785.0 | 3.7 miles | East |
| Government Spur | 797.1 | 6.5 miles | East & West |
| **ARVIN DISTRICT** | | | |
| Lonsmith | 318.0 | 7 | East & West |
| Harpertown | 321.1 | 20 | East & West |
| Patch | 325.9 | 15 | East |
| **FIRST DISTRICT** | | | |
| Rosedale | 895.7 | 49 | East & West |
| Crome | 899.5 | 34 | West |
| Ivy | 909.8 | 10 | East |
| Palmo | 910.5 | 28 | West |
| Neufeld | 914.7 | 6 | East |
| Pond | 921.2 | 40 | East |
| Stoil | 936.0 | 89 | East & West |
| Alpaugh Spur | 936.0 | 4.8 miles | West |
| Blanco | 945.9 | 68 | East & West |
| Kings Park | 963.6 | 23 | East & West |
| Pitco | 970.1 | 17 | East |
| Lucerne Spur | 971.8 | 0.8 mile | West |
| Monmouth | 985.6 | 26 | East & West |
| **SECOND DISTRICT** | | | |
| Trigo | 1014.3 | 40 | East & West |
| Tuttle | 1050.7 | 54 | East & West |
| Kadota | 1052.1 | 75 | East & West |
| Pritchard | 1058.9 | 20 | East |
| Winton | 1065.4 | 18 | East & West |
| Cortez | 1074.6 | 15 | East & West |
| Hughson | 1085.8 | 38 | East & West |
| Claus | 1092.8 | 42 | East & West |
| Oakdale Spur | 1095.6 | 6.5 miles | East |
| Burnham | 1112.5 | 34 | East & West |
| Rockwell | 1114.8 | 13 | East & West |
| Woodsbro | 1125.5 | 54 | East & West |
| Werner | 1138.8 | 23 | East & West |
| Du Pont | 1147.6 | 58 | East & West |
| Bridgehead | 1148.4 | 16 | East & West |
| East Antioch | 1149.2 | 127 | East & West |
| Zee | 1149.7 | 64 | East & West |
| Nichols | 1161.3 | 15 | East |
| Monsanto | 1165.8 | 44 | East & West |
| Muir | 1170.6 | .. | East |
| Herpoco | 1180.4 | .. | West |
| San Pablo | 1187.8 | 11 | East & West |
| **OAKLAND DISTRICT** | | | |
| Malott | 4.0 | 8 | East & West |
| Fairmount Avenue | 5.7 | 11 | East |
| **VISALIA DISTRICT** | | | |
| Higby | 22.1 | 12 | East & West |
| Tokay | 42.3 | 25 | East & West |
| Enson | 43.9 | 14 | East |
| Mattei Spur | 65.2 | 2.2 miles | West |
| **PORTERVILLE-OROSI DISTRICT** | | | |
| Wimp | 22.2 | 5 | East |
| Twin Buttes | 25.3 | 9 | West |
| Woodlake Spur | 33.5 | 2.2 miles | West |
| Winco | 32.4 | 15 | East & West |
| West Venida | 36.1 | 11 | West |
| Matchin | 37.3 | 10 | East |
| List | 40.6 | 20 | West |
| Sierra Heights | 48.5 | 13 | East |
| Gillette | 50.4 | 52 | East |
| Strathmore Spur | 52.0 | 1.2 miles | East |
| Euclid | 54.3 | 22 | West |
| Mosian | 54.5 | 23 | East |
| Lumer | 60.9 | 6 | East |
| Sunland Spur | 61.4 | 1 mile | West |
| Magnolia | 61.9 | 14 | East |
| **FRESNO INTERURBAN DISTRICT** | | | |
| Hammer Field Spur | 4.9 | 1 mile | East |

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location | | Tracks Governed | Rules | Whistle Signals Additional to Rule 14 (Z) |
|---|---|---|---|---|
| **MOJAVE DISTRICT** | | | | |
| Barstow West Tower | | Main track and connecting crossovers. | Interlocking. Ten miles per hour | To Mojave District — — 0<br>Against current of traffic —— 0<br>Engine lead 00——0<br>Switching tail 0000<br>Tracks 1 to 17 incl. 0——00<br>Tracks 18 to 30 incl. ——0——0 |
| Kern Junction | | Santa Fe two tracks connection to and from S. P. two tracks.<br>Santa Fe main track to Sunset track. | Interlocking. | Crossover — 0 — 0<br>West main to S. P. West main 0 — —<br>Main track to Sunset — 0 — |
| **FIRST DISTRICT** | | | | |
| Hanford | | S. P. Coalinga Branch | TCS. | |
| Calwa | 0.8 East | S. P. main track and entrance to yard. | TCS. | |
| **SECOND DISTRICT** | | | | |
| Calwa | 1.6 West | S. P. Porterville branch. | TCS. | |
| Fresno | 0.4 East | S. P. Friant branch. | TCS. | |
| Oakdale | | S. P. Oakdale branch. | 98 (A), 98 (B). | |
| Stockton Tower | | W. P. and S. P. main tracks and transfer tracks. | Interlocking. | Main line to Town lead —— 0 ——<br>S. P. North transfer 00 —<br>S. P. South transfer 000 —<br>W. P. main track connection 0 ——<br>Town lead thru plant —— 0 |
| Stockton | 1.0 West | Main track and siding. | Interlocking. | |
| Orwood | 0.8 East | Drawbridge and siding. | Interlocking. | |
| Pittsburg | 0.9 East | Lead to Columbia Steel over S. N. | 98 (A), 98 (B) and Bulletin Instructions. | |
| Pittsburg | 0.9 West | Lead to P. G. & E. plant over S. N. main track. | Stop. Gate. Bulletin Instructions. | |
| **OAKLAND DISTRICT** | | | | |
| Berkeley | 1.9 West | S. P. Berkeley branch. | When home signal indicates STOP be governed by Rules 98 (A), 98 (B). | |
| Oakland | 0.7 West | AT&SF, S. P., O. T. Ry., single slip switch crossings. | Bulletin Instructions. | |
| Oakland | 1.1 West | S. P. West Oakland connection. | 98 (A), 98 (B). | |
| **PORTERVILLE-OROSI DISTRICT** | | | | |
| Hillmaid | 0.1 West | Visalia Elec. | 98 (A), 98 (B). | |
| Exeter | 0.3 West | Visalia Elec. | 98 (A), 98 (B). | |
| Porterville | 0.8 East | S. P. Success branch | 98 (A), 98 (B). | |
| **VISALIA DISTRICT** | | | | |
| Tulare | | S. P. main track. | Interlocking. Bulletin Instructions. | |
| Visalia | | S. P. Visalia branch. | 98 (A), 98 (B). | |
| Peral | 1.5 West | S. P. Porterville branch. | 98 (A), 98 (B). | |
| Lac Jac | 0.3 East | S. P. Porterville branch. | 98 (A), 98 (B). | |
| **FRESNO INTERURBAN DISTRICT** | | | | |
| Cameo | | S. P. Friant branch. | 98 (A), 98 (B). | |

## SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

**SAN FRANCISCO**
DR. JOHN D. RELFE, Local Surgeon
DR. ROBERT B. GREEN, Assistant Local Surgeon

**OAKLAND**
DR. S. R. TRUMAN, Local Surgeon
DR. M. S. DONALDSON, Local Surgeon

**RICHMOND**
DR. LAWRENCE W. BROWN, Local Surgeon
DR. DOUGLAS VOLLEN, Shop Physician
DR. BERNARD S. HOLM Assistant Local Surgeon
DR. MELVIN T. HURLEY, Consulting Surgeon

**PITTSBURG**
DR. C. L. KERNS, Local Surgeon
DR. EDWIN E. BOYSEN, Assistant Local Surgeon

**ANTIOCH**
DR. ROBERT E. SANDLIN, Local Surgeon

**STOCKTON**
DR. W. T. McNEIL, Local Surgeon
DR. JOHN McNALLY, Assistant Local Surgeon

**OAKDALE**
DR. E. E. CHOURET, Local Surgeon

**MERCED**
DR. E. M. SODERSTROM, Local Surgeon

**MADERA**
DR. GILBERT G. DAGGETT, Local Surgeon

**FRESNO**
DR. L. R. NIELSON, Division Surgeon
DR. ROBERT H. KASS, Local Surgeon
DR. F. R. FREETO, Assistant Local Surgeon

**HANFORD**
DR. W. F. CHAMLEE, Local Surgeon

**CORCORAN**
DR. HAROLD JACOBS, Local Surgeon
DR. JAMES A. SMITH, Assistant Local Surgeon

**WASCO**
DR. WILLIAM A. HAGEN, Local Surgeon

**SHAFTER**
DR. HENRY W. VOTH, Local Surgeon

**BAKERSFIELD**
DR. JOE SMITH, Division Surgeon
DR. WAYLAND P. MATT, Local Surgeon
DR. WARREN E. SIMON, Assistant Local Surgeon

**TULARE**
DR. C. M. MATHIAS, Local Surgeon
DR. C. EUGENE MATHIAS, Assistant Local Surgeon

**VISALIA**
DR. ROBERT ROHN, Local Surgeon (Emergency)

**CUTLER**
DR. THOMAS E. WILEMAN, Local Surgeon

**REEDLEY**
DR. M. S. GAEDE, Local Surgeon

**LINDSAY**
DR. HORACE G. CAMPBELL, Local Surgeon

**PORTERVILLE**
DR. F. L. WIENS, Local Surgeon
DR. R. D. KARSTAEDT, Assistant Local Surgeon

**TAFT**
DR. ROBERT A. PATRICK, Local Surgeon
DR. L. N. TARR Assistant Local Surgeon

**BORON**
DR. GEORGE K. FAULKNER, Local Surgeon

**BARSTOW**
DR. ANTHONY SAMORAJSKI, Local Surgeon

## CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

**The term "beyond" refers to regular, flag or conditional stops authorized herein.**

| Train | Stops at Stations | To Receive Passengers For | To Discharge Passengers From |
|---|---|---|---|
| 1 | Grants | North of Barstow | Clovis and beyond |
| | Edwards | | Belen and beyond |
| | Riverbank, Escalon | Stockton and beyond | Bakersfield and beyond |
| 2 | Pinole, Riverbank, Edwards | Belen and beyond | |
| | Holbrook | Clovis and beyond | |
| | Grants | Clovis and beyond | North of Barstow |
| 17 | Flagstaff | San Bernardino and beyond | Albuquerque and beyond |
| | Kingman | San Bernardino and beyond | Newton and beyond |
| 18 | Kingman | Newton and beyond | San Bernardino and beyond |
| | Flagstaff | Albuquerque and beyond | San Bernardino and beyond |
| 19 | Grants | South of Barstow | La Junta and beyond |
| | Victorville | | Albuquerque and beyond |
| 20 | Victorville | Albuquerque and beyond | |
| | Grants | La Junta and beyond | South of Barstow |
| 23 | Laguna | | Albuquerque and beyond |
| | Pico Rivera | | Williams Jct. and beyond |
| 24 | Pico Rivera | Williams Jct. and beyond | |
| 60 | Escalon | Fresno and beyond | Stockton and beyond |
| 62 | Wasco, Shafter | | Fresno and beyond |
| 63 | Empire | Stockton and beyond | Fresno and beyond |
| 71, 73, 75, 77, 79 | Pico Rivera | | Oceanside and beyond |
| 71 | San Juan Capistrano | Los Angeles | |
| 73 | Orange | Los Angeles | Oceanside and beyond |
| 74 | Orange, San Juan Capistrano and Encinitas | | San Bernardino and beyond |
| 77 | Orange | Los Angeles | |
| 76, 80 | San Clemente | | Los Angeles |
| 71, 75, 77 | Encinitas | Los Angeles | |
| 72, 74, 76, 78 | Pico Rivera | Oceanside and beyond | |
| 76, 78 | San Juan Capistrano | | Los Angeles |
| 76 | Encinitas | | Los Angeles |

**A. J. STROBEL, General Watch Inspector .....Topeka** | **R. W. WELLS, Asst. General Watch Inspector ....San Bernardino**

*LOCAL TIME INSPECTORS*

E. F. MANNERS.....219 E. Main St., Barstow
BILL C. HOLMES.....219 E. Main St., Barstow
ARLIE KNIGHT .....1663 Chester Ave., Bakersfield
J. N. CHENEY.....1600 20th St., Bakersfield
GEO. E. CRAIN.....4221-B E. Shields Ave., Fresno
CHARLIE R. LEWIS .....3323 North Cedar, Fresno
W. A. SWANSON.....4427 E. Jensen Ave., Calwa

J. H. BOGUE.....1714 "L" St., Merced
HELEN WILSON SHOEMAKE.....1323 Jay St., Modesto
WALTER K. BANKS JR. .....111 North San Joaquin St., Stockton
EUGENE MAYER.....516 - 2nd St., Antioch
W. R. STRIBLEY.....1013 MacDonald Ave., Richmond
C. G. HALLER .....1809 Telegraph Ave., Oakland
ED S. BRILLON.....3876 San Pablo Ave., Oakland
EDWARD F. WILLIAMS.....608 Sutter St., San Francisco

## SPEED TABLE—FOR INFORMATION ONLY

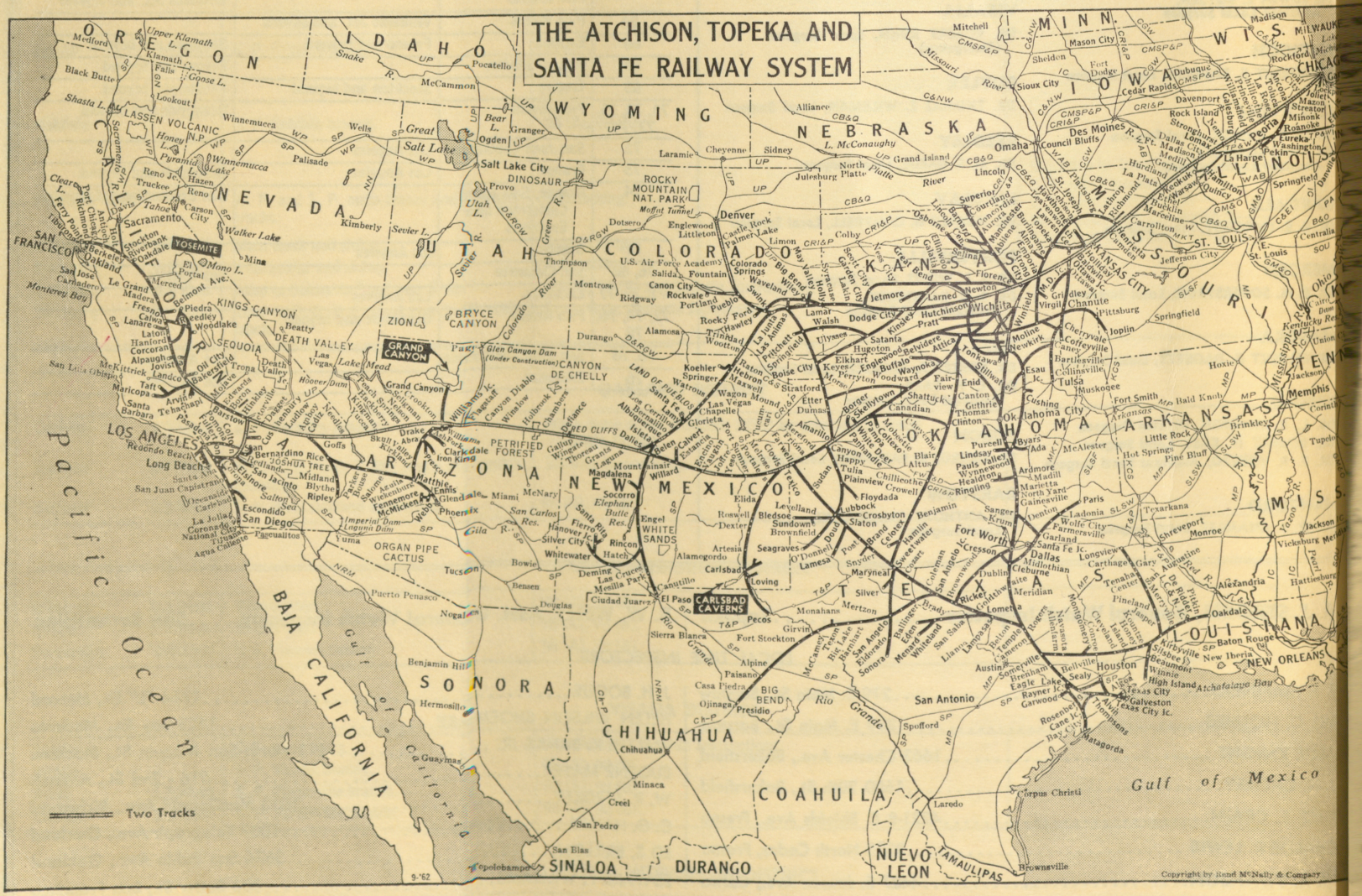
| Time Per Mile Min. | Time Per Mile Sec. | Miles Per Hour | Time Per Mile Min. | Time Per Mile Sec. | Miles Per Hour | Time Per Mile Min. | Time Per Mile Sec. | Miles Per Hour |
|---|---|---|---|---|---|---|---|---|
| .. | 36 | 100 | .. | 58 | 62.1 | 1 | 40 | 36.0 |
| .. | 37 | 97.3 | .. | 59 | 61.0 | 1 | 42 | 35.3 |
| .. | 38 | 94.7 | 1 | .. | 60.0 | 1 | 44 | 34.6 |
| .. | 39 | 92.3 | 1 | 02 | 58.0 | 1 | 46 | 34.0 |
| .. | 40 | 90.0 | 1 | 04 | 56.2 | 1 | 48 | 33.3 |
| .. | 41 | 87.8 | 1 | 06 | 54.5 | 1 | 50 | 32.7 |
| .. | 42 | 85.7 | 1 | 08 | 52.9 | 1 | 52 | 32.1 |
| .. | 43 | 83.7 | 1 | 10 | 51.4 | 1 | 54 | 31.6 |
| .. | 44 | 81.8 | 1 | 12 | 50.0 | 1 | 56 | 31.0 |
| .. | 45 | 80.0 | 1 | 14 | 48.6 | 1 | 58 | 30.5 |
| .. | 46 | 78.3 | 1 | 16 | 47.4 | 2 | .. | 30.0 |
| .. | 47 | 76.6 | 1 | 18 | 46.1 | 2 | 05 | 28.8 |
| .. | 48 | 75.0 | 1 | 20 | 45.0 | 2 | 10 | 27.7 |
| .. | 49 | 73.5 | 1 | 22 | 43.9 | 2 | 15 | 26.7 |
| .. | 50 | 72.0 | 1 | 24 | 42.9 | 2 | 30 | 24.0 |
| .. | 51 | 70.6 | 1 | 26 | 41.9 | 2 | 45 | 21.8 |
| .. | 52 | 69.2 | 1 | 28 | 40.9 | 3 | .. | 20.0 |
| .. | 53 | 67.9 | 1 | 30 | 40.0 | 3 | 30 | 17.1 |
| .. | 54 | 66.6 | 1 | 32 | 39.1 | 4 | .. | 15.0 |
| .. | 55 | 65.5 | 1 | 34 | 38.3 | 5 | .. | 12.0 |
| .. | 56 | 64.2 | 1 | 36 | 37.5 | 6 | .. | 10.0 |
| .. | 57 | 63.2 | 1 | 38 | 36.8 | 12 | .. | 5.0 |

## AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

**OVERSPEED Couplings are DAMAGING — Here's what happens:**

| Safe — Danger — | |
|---|---|
| 4 miles per hour | SAFE COUPLING SPEED |
| 5 miles per hour | Damage Begins |
| 6 miles per hour | 2¼ times as damaging as 4 MPH |
| 7 miles per hour | 3 times as damaging as 4 MPH |
| 8 miles per hour | 4 times as damaging as 4 MPH |
| 9 miles per hour | 5 times as damaging as 4 MPH |
| 10 miles per hour | 6 times as damaging as 4 MPH |

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

***Handle freight carefully and keep our customers.***

***IT'S EVERYBODY'S JOB ON THE SANTA FE!***